

R E P O R T

FROM THE

SELECT COMMITTEE

ON

POST COMMUNICATION WITH IRELAND:

WITH THE

MINUTES OF EVIDENCE,

AND

APPENDIX.

*Ordered, by The House of Commons, to be Printed,
9 August 1832.*

Martis, 16^a die Martii, 1832.

Ordered,

THAT a Select Committee be appointed to inquire into the Post-Office COMMUNICATION between Great Britain and Ireland; and to report their Observations thereupon to The House:—And a Committee is appointed of,

Mr. Jephson.
Mr. Dixon.
Mr. Herries.
Lord William Lennox.
Mr. Ewart.
Sir William Hoste.
Mr. Baillie.
Mr. Hope Johnson.
Lord Belfast.
Mr. Callaghan.
Mr. Edward Stanley.
Mr. Hodges.
Sir Henry Parnell, Bart.

Mr. Kennedy.
Lord Granville Somerset.
Lord Viscount Castlereagh.
Mr. Davies Gilbert.
Mr. Ashford Sanford.
Lord Killeen.
Mr. John Wood.
Sir Richard Balkeley, Bart.
Mr. Wyse.
Sir Richard Phillips, Bart.
Mr. Moore O'Farrell.
Mr. Lender.

Ordered,

THAT the said Committee have power to send for Persons, Papers and Records.

THAT FIVE be the Quorum of the said Committee.

THAT the Reports of the Commissioners of Revenue Inquiry, so far as may relate to the Post-Office; and also the Reports of the several Committees on the Communication with Ireland, be referred to the said Committee.

Veneris, 16^a die Martii, 1832.

Ordered,

THAT the Petition of the Inhabitants of Dungarvan for repeal of all Tolls on the Line of Road from Waterford to Cork, be referred to the said Committee.

Martis, 20^a die Martii, 1832.

Ordered,

THAT Lord James Stuart and Mr. Brownlow be added to the said Committee.

Martis, 27^a die Martii, 1832.

Ordered,

THAT Sir Andrew Agnew and Mr. Vernon Smith be added to the said Committee.

Mercurii, 4^a die Aprilis, 1832.

Ordered,

THAT the Petition of Merchants, Bankers and others, of Liverpool, against any alteration in the Establishment of the Government Packets between Liverpool and Duhlin, be referred to the said Committee.

Martis, 19^a die Junii, 1832.

Ordered,

THAT Mr. Dominick Browne be added to the said Committee.

Sabbati, 21^a die Julii, 1832.

Ordered,

THAT the Petition of Merchants, Bankers and others, of Liverpool, for an alteration in the Arrival and Departure of the Mail to and from that Town, be referred to the said Committee.

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R E P O R T.

THE SELECT COMMITTEE appointed to inquire into the Post-Office Communication between *Great Britain and Ireland*; and to Report their Observations thereupon to the House; together with the MINUTES OF THE EVIDENCE taken before them from time to time;—HAVE considered the Matters referred to them, and have agreed upon the following REPORT.

THE Committee have confined their examination to the present state of the Post Communication between the principal towns of England and Ireland; they have considered it useless to inquire whether there has been mismanagement on the part of those who have hitherto been entrusted with the care of the department; they have not entered into the debated questions of whether the Post-office did right in establishing Packets of their own, instead of leaving the supply of Vessels to Public competition; or whether, when it was decided that Packets should be built by the Government, the most economical or the best mode was adopted to form the Establishments. The object of the Committee has been to ascertain where improvements may be made for the future, rather than to search for subjects of blame in the past.

In considering the state of the internal Post-office Communications in Ireland, the Committee have felt, that if the deficient state of the Mails and Cross-posts there afford, generally, a subject of unfavourable comparison with the rapidity and certainty of the Post Communications in England, much should be attributed to circumstances connected with the state of Ireland, much to the system of management of the Roads, much to the smaller *diffusion* (rather than the smallness of amount) of capital engaged in contracts for Public Conveyances; still, however, they are convinced, that with well directed exertions on the part of the Post-office, there will be found no difficulty in placing the Post Communications of Ireland in a state of efficiency little inferior to those of England.

The present time appears peculiarly favourable to improvement. The Post-offices of England and Ireland have been lately consolidated, and it is stated that the attention of the Post-office is about to be directed to the state of the Irish Mails. The Postmaster-general will have no departmental obstructions to encounter in his course of improvement; he must, however, avoid the error of supposing that a system which he finds established and carried on easily and unexpensively in England, can be at once, and on the same terms, transferred to Ireland; he must first establish those Communications which he thinks desirable, but should not look to an immediate repayment of the Expense incurred. The increase of industry and capital in Ireland which must arise from increased facilities of communication with the markets of England, will, at no distant period, amply recompense the Department for present Expenditure. Facility of Communication is of so much importance to both Countries, that any Expenditure which may be necessary for affording it to the fullest extent, should rather be considered as an outlay of Public money for national

purposes, than for the better management of a particular department, or the accommodation of a particular district; nor can the Committee entirely lose sight of the circumstance, that although the Post-office has for so many years been considered merely as a Board of Revenue, yet, that it affords one of those few instances in which the Government has placed itself in the situation of the Private Trader, who executes a given work for a certain payment; the payment made to the State, as to the individual, is connected with the obligation of executing the work paid for in the best manner; on this principle no portion of the Post-office receipts in Ireland should have been considered Public Revenue until every direct communication between the most important towns of Ireland, and between England and Ireland, had been placed in the most perfect condition which the circumstances of the country would admit.

Freeling, 1518.

Net Revenue of the
Post-office in Ire-
land:

1829,	£. 125,108
1830	130,089
1831	154,321

The Committee have considered that the simplest mode of placing their suggestions before the House, will be—

1. To consider the state of the English Communication with the Ports from which Letters are sent to Ireland;
2. The Packets;
3. The Irish internal Communication.

Four Lines of direct communication with Ireland have been established by the Post-office, viz. Holyhead, Liverpool, Portpatrick, and Milford, and very large sums have been expended in the formation of Harbours and Piers, for the use of the Packets employed in this service, both on the English and Irish sides of the Channel.

HOLYHEAD.

CONSIDERING the importance of establishing the most direct, certain and expeditious Line of communication between London and the seat of Government in Ireland, Holyhead appears to have been well selected as the point from which the Post-office Packets to Dublin should be despatched. This undoubtedly should be considered as the principal Line of communication between the two Countries, and no reasonable expense should be spared in making it as perfect throughout as possible.

The Harbour of Holyhead is nearly completed, and is described as being well calculated to insure the regular arrival and departure of the Packets, even in the most unfavourable weather.

The Road from London to Holyhead through North Wales has been admirably well constructed. Very large sums have been advanced by Government towards its completion, and appear to have been scientifically and well expended. As great public advantage will arise from rendering the communication between London and Dublin as expeditious as possible, the Committee recommend that those improvements which still remain to be executed should meet with every encouragement on the part of the Government; and that no local interest should be allowed to interfere with the completion of so important a work.

The Mail from London to Holyhead travels with great regularity and expedition; the distance is, at present, 261 miles, which is performed in 28 hours. It is stated, however, that this distance can be considerably reduced. Considering the rate at which the Mail now travels, it seems desirable that any diminution of the time occupied on the journey should be obtained rather by making the line of road more direct, and by avoiding unnecessary delays, than by any material increase of speed.

Sir H. Parnell.

Parcel, 3000.

The

The Contractors for the Mail on this Line appear to have reasonable grounds of complaint, that a reduction of the Fares of the Holyhead Packets, which was promised to them, has not been made. As the Committee will have hereafter to refer to the subject of the Packet fares, they need only remark at present, that if it be expected that any considerable portion of the necessary Expenditure in keeping up the Line should be repaid by the number of persons who shall make use of it, the Government may be quite certain that it can only be by the comparative cheapness and perfection of the Line that Passengers will be tempted to select it, in preference to the Liverpool route from Dublin to London.

Sir Henry Parnell states, that a Morning Despatch of Letters from London, to arrive at Holyhead in time for the early Packet, might be established at a very trifling Expense. This suggestion appears to be well worthy the consideration of Government.

LIVERPOOL.

THE Post-office having established Packets between Liverpool and Dublin, the Committee do not wish to express an opinion as to whether it were prudent, in the first instance, to place a line of Packets on a station where it may be supposed the importance of the towns between which they were established would have induced private competition to supply Steam Packets sufficient for the general purposes of communication. They, however, beg to draw the attention of the House to an arrangement, which is stated by Captain Townley to have been entered into by the Post-office with the private Steam Packet Companies trading between Dublin and Liverpool. This arrangement appears to have been, that the Post-office Steamers should take over the Proprietors of the City of Dublin Company free of expense, and should receive neither deck-passengers nor goods. On the other hand, the City of Dublin Company is stated to have agreed not to take over cabin-passengers.

The Post-office has fulfilled its part of the agreement, and 5,766 passengers have been taken over free of charge, in their quality of Proprietors of the Dublin Company, and no goods or deck-passengers have been received on board. The City of Dublin Company, however, does take cabin-passengers. If the arrangement were originally entered into to prevent an injurious competition between the Post-office and the Company, the spirit of the agreement must have been still further violated, inasmuch as the Company charges 12s. 6d. for cabin-passengers, while the Post-office Packets still retain the original price of 17. 7s. 6d. Another peculiarity in the Post-office arrangement of this Line appears in the appointment of a gentleman to be Agent for the Post-office Liverpool Packets to Dublin, who is also Agent to the St. George, Dublin and Liverpool Steam Packet Company, and a Director and Proprietor of the City of Dublin Company. His Office for the Post-office is stated to be but a few doors off from that of the St. George Company, on the same quay. There is no reason to charge this gentleman with any want of zeal, in procuring passengers for the Post-office Packets in preference to those in which he is stated to have a more direct interest; but considering the Post-office in the light of a proprietor of vessels, would any private individual consider it prudent to entrust the management of his affairs to the Agent and Proprietor of a rival Establishment?

The London Mail is due in Liverpool at 6 h. 7 m. r.m.; it is stated to arrive frequently at 5 h. 50 m.; while the Packet rarely starts before 5 h. 10 m. r.m. Referring to the evidence on the subject, there would appear

to be little difficulty in accelerating the Mail, so as to arrive in Liverpool before the departure of the Packet; unless, however, it could be arranged, that the Mail should arrive in Liverpool so much before the departure of the Packet as to enable the Merchants to receive their Letters from London, and to communicate with their Correspondents in Dublin by the Packets of the same evening, little would be gained by the acceleration for Post-office purposes only, but great accommodation would be afforded to the Public, who might thus calculate, almost to a certainty, on arriving in Dublin in less than 36 hours from their leaving London. This arrangement would seem so beneficial to the Contractors, that the Committee cannot anticipate that an acceleration of the Mail, so as to arrive in Liverpool in time for the Packet (which might start a few minutes later than at present) would be productive of any additional expense to the Post-office.

Townley.

It has been suggested, that much accommodation would be afforded to the Dublin Merchants if the packet to Liverpool were despatched at least one hour later than at present. As there is no important Mail leaving Liverpool in the Morning with which such an arrangement would be likely to interfere, the Committee recommend, that the question of delaying the departure of the Liverpool Mail from Dublin should be taken into immediate consideration by the Post-office.

PORTPATRICK.

THE correspondence between Scotland and the North of England, and the Northern part of Ireland, passes through Portpatrick. In the formation of this Harbour, and the corresponding Harbour of Donaghadee, upwards of 255,000*l.* have been already expended, and nearly 30,000 *l.* will be required for their completion. A copy of the Memorial of the Merchants of Belfast will be found in the Appendix. Their object is to have this Station discontinued, and to establish a Line of communication between Loch Ryan and Belfast. By this arrangement, they state, there would be a saving of nine miles in the entire distance between Belfast and Glasgow, although the length of voyage would be increased by eight miles from Headland to Headland. As the shoals at the head of the Belfast Lough would prevent a Steam Vessel from approaching, at certain periods of the tide, nearer than from three to four miles of the Town, landing-places or piers would be required on both sides of the Channel.

Considering the large expenditure which has already taken place on the old Station, the uncertainty of the sum which would be required to form other landing-places, and the small saving of time which, at least during a considerable portion of the year, could be anticipated from the adoption of the longer sea but shorter land journey, the Committee are not prepared to recommend the change suggested in the Petition. The object of the Petitioners would be sufficiently obtained by the improvement of the Roads to Portpatrick, and a better arrangement of the Mail from Glasgow. Even with the present Roads there can be no doubt that the Glasgow Mail could be greatly accelerated, if encouragement were afforded by the Post-office for the conveyance of the Mail by a better description of carriage than "a gig."

Sir D. H. Blair,
3531.
Sir D. H. Blair,
Captain Smith.
Appendix.

This Mail is conveyed to Portpatrick in so irregular and unsatisfactory a manner, that the Packets which should sail at 5 b. 50 m. A. M., or before six o'clock, are frequently delayed until past seven o'clock awaiting its arrival.

As the Edinburgh Letters, and those brought by the Carlisle Mail to Dumfries, are received at Portpatrick several hours before the sailing of the Packet, which only waits for the arrival of the Glasgow Mail, every exertion

exertion should be made to expedite it, so that the Packet should be despatched from Portpatrick at as early an hour as possible; by this means the Merchants of Belfast would receive their Scotch and Northern English correspondence at an earlier hour, and the Letters would seldom arrive too late to be forwarded by the Down or Derry Mails*. The Committee beg to draw the attention of the House to the Evidence of Sir D. H. Blair. He states, that from the exertions of the Trustees, an excellent Road has been completed from Glasgow to Portpatrick, with the exception of about four miles between Ballantrae and Cairn-Ryan; but that their funds are nearly exhausted: that after raising 5,000*l.* on the security of the Tolls, there is still a deficiency of about 3,000*l.*; that there is little probability of the Trustees being able to raise this small sum unless the Tolls shall improve beyond what can be fairly anticipated. The Committee therefore recommend that every facility should be given by the Government towards the speedy completion of this Road.

3542.

The Packets belonging to this Station will be subsequently noticed; they are of very insufficient power for the service in which they are employed; the completion of Portpatrick Harbour, however, appears to be absolutely necessary before this line of communication with Ireland can be considered as satisfactorily established.

MILFORD AND WATERFORD.

CONSIDERING the relative position of the principal towns of the South of England and Ireland, and the shortness of the voyage, Milford Haven and Waterford appear to have been judiciously selected as Stations for Post-office Communication between the two Countries. Direct Mails are daily despatched to Milford both from London and Bristol; Post-office Packets sail daily from both sides of the Channel; yet, owing to the defective state of the line, and notwithstanding the increase of charge, letters requiring an early delivery are sent to the South of Ireland from London by the circuitous route of Holyhead; and letters from Bristol to Cork are sent nearly 150 miles out of their direct line, and subjected to higher postage, for the purpose of insuring a speedier arrival. This route appears to have been greatly neglected by the Post-office; the Road is hilly in many places, but capable of easy improvement, and of being much shortened.

Freeling, 219.

At present the distance from London to Milford is 265 miles, which is performed in 33½ hours, being an average, on the entire line, of 8 miles per hour. To Gloucester, 111 miles, the mail travels at the rate of 9 miles per hour. From Gloucester to Milford, 153 miles, the mail takes 20½ hours to perform the journey, being at the rate of 7½ miles per hour. From Gloucester to Carmarthen, 112 miles, the Mail travels at 7½ miles per hour; and from Carmarthen to Milford, 41 miles, at only 6½.

These calculations are founded on the supposition of the Mail arriving at Milford at the time it is due, viz. 5. 28. A. M. It appears, however, (by Returns

* The Downpatrick Mail is despatched from Belfast at 12. 30. P. M. Should the Mail not reach Belfast before noon, the letters must be either delayed until the next day, or sent round by Newry. The Derry Mail (which conveys the Scotch and Northern English correspondence to several most important Towns,) leaves Belfast at 2. 12. If the Scotch Mail be delayed, the Derry letters must be sent in the evening by the Antrim Mail. The average passage from Portpatrick is stated to be - 3 h. 18 m.; Smithett. from Donaghadee to Belfast (18 miles) requires - - - - - 2 24

5 42

Allowing 30 minutes for Office purposes, the correspondence could nearly be forwarded from Belfast earlier than 6 h. 30 m. from the time of the Packet leaving Portpatrick.

See Appendix.

Returns annexed to the Evidence,) that in the last year there were 363 occasions when it did not arrive within 30 minutes of its time; 236 when it was more than one hour late; 65 when it was 1½ hour late; and on 24 days the Packet must have been delayed for more than 2 hours waiting for the Mail.

As the Mail arrives regularly at Gloucester, there were 89 days during the last year when at least 22½ hours were occupied in travelling 153 miles, or about 6½ miles per hour.

In order to make the Milford line of communication with Ireland of use either to the Public or the Post-office, the first step towards so desirable an object must be the shortening and general improvement of the Roads through South Wales, and the acceleration of the Mail. From the circumstance of the Bridge over the Severn, near Gloucester, being the first bridge by which that river can be crossed, although it lies considerably to the North of a direct line between London and Milford, the entire Road may be divided into two parts: between Milford Haven and Gloucester Bridge, and between the Bridge and London. The Road should be improved so as to be brought to the most direct line from Gloucester to Pembroke on one side, and London on the other.

Much has been already done by the exertions of the Trustees in the improvement of the Roads; much, however, remains to be done. If but a very small sum, compared with what has been expended on the Holyhead Road, had been advanced for the improvement of the South Wales Roads, there can be little doubt that the Road from Gloucester to Milford Haven might have been placed in a condition little, if at all, inferior to it.

It would appear from Lord Cawdor's Evidence, that after the works shall have been executed which are now in progress, the Trustees will not require more than from 5,000 *l.* or 6,000 *l.* to make the entire Line of Road from Carmarthen to Milford Haven one on which the Mail could travel with the greatest speed. This sum they are unable to raise on the security of the Tolls. The Committee therefore recommend that the assistance of the Government should be afforded by an advance of money on loan to the Trustees, in order to enable them to complete the Road as soon as possible.

When the proposed alterations of the Road shall have been made, the distance between London and Milford Haven will be reduced to between 250 and 260 miles, and the journey should be performed in from 28 to 29 hours*.

As

* See Second Report of the Committee on the Milford Haven Communication; Mr. Telford's Survey of this Road; he states the entire distance to be as follows:

At present—		Miles.	Yds.
Northleach from London	- - - - -	80	-
Northleach to Milford Haven	- - - - -	175	1,196
		255	1,196
Difference of distance between Hobb's Point and Milford from St. Cleer's	- - - - -	5	-
		260	1,196
Various Improvements suggested	- - - - -	10	161
Distance from Hobb's Point to London, if the Road be altered as recommended by Mr Telford		250	161

If the Survey had been made direct between the Bridge of Gloucester and London, the Road might be greatly shortened.

As the Milford Mail must at present wait at Carmarthen for the arrival of the Bristol Mail, it would be useless to expedite its rate of travelling until this arrangement shall be discontinued.

The distance from London to Milford, by Bristol, is 272 miles, being, in effect, an increase of distance on the direct line of at least 12 miles. The Bristol Mail has to pass the New Ferry over the Severn: from the Gloucestershire side of the New Passage to Newport is 13 miles; 2 hours 54 minutes are allowed for this part of the journey; at 8 miles per hour, 21 miles instead of 13 should have been performed during this time. Even, therefore, in the most favourable weather, when there is no extraordinary delay in crossing the Ferry, it may be considered that nearly 90 miles are in effect added to the distance from London to Pembroke by the necessity of waiting for the Bristol Mail. The Mail, however, is very frequently delayed for a much longer period in crossing the Ferry, sometimes for several hours. The uncertainty of the Mail arriving at Milford (as shown in the Appendix) may be chiefly attributed to this cause. Johnson.

The Committee therefore recommend, that the direct Milford Haven Mail from London should not be detained at Carmarthen in future for the arrival of the Bristol Mail. The Letters brought by the Falmouth, Portsmouth, Liverpool, Birmingham and Bath Mails to Bristol, as well as the Bristol Letters, could be despatched from Bristol at an early hour in the morning, so as to meet the Milford Mail at Ragland*, or the most convenient point of the Main Road. The Portsmouth Mail would probably require to be brought into Bristol one hour earlier than at present; this Mail alone would require acceleration in order to carry the proposed alteration into effect.

The Bristol and Carmarthen Mail should of course be continued for the conveyance of the London Correspondence to the Towns of Newport, Cardiff and Swansea. Their Irish Correspondence might be forwarded into Carmarthen, and wait for the regular London Mail; or, if of sufficient consequence, a direct Cross Post might be established to the London Road, which at no point will be at any considerable distance from them.

If the Mail could be put on board the Packet at Pembroke in 29 hours after leaving London, the Packet might sail at 1 A. M.; and with better Packets, as recommended hereafter, an average voyage might be calculated on of 10 hours, thus bringing the London Mail to Waterford generally before Noon.

Another plan has been suggested for the acceleration of the London and Milford Communication through Bristol, by which it is supposed a very considerable saving of time might be effected; viz. that the Mail should travel to Oxford by the Wycombe Road, thus saving 3½ miles. That a Mail for Milford, to pass through Cardiff and Swansea, should commence at Chippenham, branching off from the London and Bristol Mail at 6 h. 15 m. A. M., and should cross the Severn at the 1404.

* Ragland is 147 miles from London; the Mail now arrives there at 1. 30. P. M.; by acceleration of the Mail, and improvement of the Road, the Mail could probably reach it at 12. 15. P. M. The distance of Ragland from Bristol by the Asst Ferry is 31 miles; half an hour is allowed to the Liverpool Mail for crossing this Ferry; and Mr. Johnson states, that even in winter, and at night, it has been very regular. 1434.

1447.

the Old Ferry, (28 miles from Chippenham), where it would arrive at 9 h. 30 m. A. M. The Mail from Bristol now arrives at the New Passage at 11 A. M., consequently, one hour and a half (deducting the time occupied in travelling the increased distance to Newport on the Monmouthshire side) would be saved, and a more certain and easy Ferry would be crossed. A Mail should be despatched from Bristol before the arrival of the London Mail, to meet the Milford Branch Mail at the Old Ferry. Mr. Johnson has, however, objected to this plan, as he thinks it would produce so considerable a diminution of the Passengers by the Mail from Milford, (owing to the uncertainty of getting a sent beyond Chippenham), that there would be great difficulty in finding Contractors.

1448 to 1455.

On arriving at Milford, all the accommodation which is found at every other station from whence Steam Vessels are despatched has been neglected. The Passengers must walk down to the beach, and there embark in an open boat, to be taken to the Packet, which lies out in the Bay at some distance from the shore. When carriages and horses are to be put on board, they must be sent alongside in a boat kept for the purpose, and then are hauled on deck. In stormy weather some risk, and at all times great inconvenience, must be incurred by this operation.

A Committee of the House of Commons, in consequence of this inconvenience, have recommended the erection of a Pier or Landing-place near Pembroke, at which Passengers may embark at all times of tide. This Work is now in progress, and should be finished as speedily as possible*; when the Packets shall start from it, one very material objection to the voyage will have been removed. Much, however, will still remain to be done before the Line can become of general use. Until the Government shall determine on this route being made in effect what it is professed to be, the direct Line of Post Communication from London to the South of Ireland; until Letters from London and Bristol shall be sent by this route instead of by Holyhead, it can scarcely be expected that the Post-office, considered as a Board of Revenue, should exert itself for the improvement of a Line of Communication little used for Post-office purposes, and nearly deserted by travellers.

The Packets, although they are safe and good vessels, have not Engines of sufficient power for so exposed a passage; the consequence is, that during the last year there were 118 days in which the time occupied to perform a voyage of 80 miles was over 12 hours. On arriving at Dunmore the Mail is forwarded to Waterford by a Mail-cart; and as none of the principal Mails leave Waterford that night, the Letters are detained in the Office until five, six, or nine o'clock the next day, according to the direction in which they are to be forwarded.

Considering the long and tedious journey to Milford, the inconvenience of the mode of embarkation, the deficient size and power of the Packets, the want of accommodation at Dunmore, and the hours of departure of the Inland Mails from Waterford, the Committee are not surprised that this Line of Packets has been peculiarly unproductive to the Post-office.

Since

* On the subject of this Pier, the Committee beg to call the attention of the House to the Evidence of Colonel Farnshaw. Besides the delay of the accommodation which this Pier will afford to the Public, there appears to be considerable risk of the work already executed being injured, and much extra expense incurred, if the work be not permitted to be carried on without interruption, at least until the mason work is raised above the level of high water.

Since the commencement, the Expenses incurred by the Department, at Milford, have been - - - - -	£. 174,021 11 6
The receipts for Passengers - - - - -	19,875 14 4

Leaving a deficiency of - - - - -	£. 154,345 17 2
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The Amount received from Passengers

In 1825 was - - - - -	£. 4,498 16 11
1826 - - - - -	3,064 17 9
1830 - - - - -	1,985 17 4
1831 to 5 January 1832 - - - - -	1,519 12 8

It has been already stated, that Letters from London, and even from Bristol, are generally sent by Holyhead to the South of Ireland. The utility of Milford as a station for Post-office purposes cannot therefore be alleged as a compensation for the actual loss sustained in its disuse by Travellers.

It must be recollected that private Steam Vessels, of a much larger class are, twice in the week, despatched from Waterford to Bristol, frequently performing the entire voyage in 22 hours, while, under any circumstances, the voyage and journey to Bristol by Milford must be much more expensive, and never can be performed in less than 38 hours*.

There can be no doubt that the fact of Steam Vessels of this class being despatched to Bristol from Waterford, and also similar Vessels from Cork to Bristol, has very materially contributed to the disuse of the Milford Line by Travellers. The greater cheapness at which a given point can be reached must be a very material consideration with by far the greater proportion of persons who have to cross the Channel. Still the shortness of the Sea Voyage, and its being nearly always over before night, would have induced many persons to select the Milford and Waterford Packets, had the general accommodation been equal to that afforded to the Public on other Lines. Had the Waterford and London communication through Milford been under the management of private individuals for their own benefit, instead of that of a Government Department, the attempt probably would have been made to win the Public to the use of this Route, by compensating for the cheapness of the Bristol Line by the certainty with which good Packets would perform the voyage, and by greater speed and cheapness in the rate of travelling of the Coaches from Milford to London. They would probably have so reduced the Fares, both of Coaches and Packets, that the difference of cost of a journey from Waterford to London, by the Bristol line, should have been so small, as to be disregarded by a large proportion of travellers, in comparison to the shortness of the voyage, and the general convenience and celerity of the journey, by Milford. Their balance sheet of expenditure and receipts would probably have shown a different result from that given in the Appendix. However, it is clear that the Public will not encounter the various discomforts of a voyage and journey so little contrived for their accommodation as that by Milford; and the Packets now sail with the average of less than one cabin passenger per diem.

BRISTOL AND WATERFORD.

THE state in which the Committee have found the Milford and Waterford Line of Communication, have led them to consider whether it would

* The journey to London from Waterford, by Bristol, can under favourable circumstances, be performed in 36 hours; by Milford, under the present arrangement, never in less than 54 hours.

would be desirable to recommend the discontinuance of Milford as a Packet Station, and that Bristol should be substituted for it.

The Merchants of Bristol are naturally very anxious for this change; the Committee have therefore examined several Witnesses acquainted with the Bristol Channel and the passage to Waterford, for the purpose of ascertaining whether the removal of the Station from Milford to Bristol would be as beneficial to the Public and the Post-office as had been stated in the Memorials forwarded to the Government and the Commissioners of Revenue Inquiry on this subject.

Previous to the establishment of a Packet Station at Bristol, as no Vessels can enter or leave the River except at certain periods of the tide, a Pier or Landing-place should be erected at some convenient point of the Bristol Channel, in order that the Packets might start at one regular hour.

Portishead appears to be considered by nautical men as the best situation for such a Packet Station; it is situated at about 12 miles from Bristol; but this distance could be reduced to 10 miles. Mr. Brunel, who has surveyed this part of the Channel with the view to the erection of the Pier, states, that the expense of a Jetty or Landing-place, calculated for Vessels drawing 12 feet water, would be 16,000 *l*.

The Milford Haven Packets, being deficient both in size and power for that Station, would certainly be unfit for the longer and more exposed voyage from Bristol to Waterford. Packets, therefore, of a large size and greater power, would be required; and, considering the length and uncertainty of the voyage, one or two additional Packets beyond the number required at Milford, would be necessary to insure regularity of sailing daily, throughout the year, from both sides of the Channel. The Pier should be built, and some alterations of the London Road to Bristol and Portishead should be made.

As a very considerable expenditure must evidently take place in order to form an efficient Packet Station at Bristol, the Committee have had to consider not only whether Bristol would be found a good Station for Post-office purposes, but also whether, if the same or even a less sum were expended in improving the Milford Haven Line, in shortening the Road, and placing Packets of superior power on the Station, greater regularity of arrival of the English correspondence at Waterford might not be attained than by making the communication direct from Bristol.

The Plan suggested for the arrangement of the Post from Bristol is, that by acceleration of the Mails, and improvement of the Roads, the Letters shall be placed on board the Packet at Portishead by 10 A.M., at which hour the Packet is to start for eight months in the year. Twenty-two hours are allowed for the voyage, and two hours for the journey from Dunmore to Waterford (11 miles), and for Post-office arrangements; so that the delivery of Letters is expected to take place in Waterford in 24 hours after the departure of the Packet from Portishead. The Mail for Cork is to be despatched at 10 A.M. from Waterford, and is to arrive in Cork at 7 P.M., *i. e.* in 47 hours from London. For the remaining four months, 26 hours are allowed for the voyage, *i. e.* 23 to Waterford. During these months the hours of arrival and departure of the Mails from Waterford should be altered to 2 o'clock P.M. The Packets are to start from Dunmore at 5 P.M., and to arrive at Portishead in 22 hours, and at Bristol by 4 o'clock, P.M., in order that the Correspondence may be forwarded on to London by the Mail at 6 P.M.

Two other gentlemen connected with the navigation of the Bristol Channel

Hawley, 3895.

Claxton.
Robt.

Channel have corroborated Mr. Harley's evidence as to the regularity with which the voyage might be effected.

Another witness has given evidence very much to the same effect, except that he does not require the Mails to be on board the Packet at Portishead before 11 A.M.; and proposes that the Inland Mails should start from Waterford at 11 A.M. Galway, 536a.

A Report of the Directors of the Bristol Chamber of Commerce, addressed to the Commissioners of Revenue Inquiry in 1828, on this subject, has also been laid before the Committee. They state that the voyage may be performed on an average of from 24 to 26 hours in Summer, and from 28 to 30 hours in Winter.

Two gentlemen, who have for many years commanded Steam Vessels between Bristol and the Ports of Waterford and Cork, have been examined. Their experience of the navigation of the Irish Channel has led them to form a higher average of the probable length of voyage than the former Witnesses. Captain Parker thinks that an average voyage between Bristol and Waterford, throughout the year, of 30 hours could not be calculated on; and that 35 hours would be the average voyage of the Winter months.

57. Capt. Stacey considers "that the average voyage has been 25 hours." His Vessel, however, always leaves Bristol with the tide, which generally carries it (in fair weather) 60 miles, or through that part of the Channel where the tide runs strongest. This advantage could not be enjoyed by a Vessel obliged to start at one regular hour. He states that his shortest voyage has been 20 hours, his longest 50 hours; that he is frequently obliged, by heavy contrary winds, to hear up and go into Penarth Roads. During this year, however, (to June) he had not exceeded 30 hours on the voyage more than three times; but that he considers this an unusually favourable year. He describes the tides to be so strong in parts of the Bristol Channel, that he has been frequently five hours in getting from Bury Island to King's Road, 30 miles, through which the tide runs five knots an hour; he considers that from 30 to 35 hours would be the average voyage during the Winter season. The Committee, therefore, are inclined to adopt the opinion of these Gentlemen, that an average voyage of less than 30 hours could not be calculated on in Winter, nor less than 25 hours throughout the year. But as great inconvenience would arise from a change, at different periods of the year, of the hours of arrival and despatch of the Mails, as well to the Contractors as to the Public and the Post-office, the despatch of Mails from Waterford should take place at one hour throughout the year, and consequently be arranged to suit the average arrival of the Winter months. During this period, therefore, allowing the Mails to be despatched from Portishead at 10½ A.M., and one hour and a half for the journey from Dunmore to Waterford and for Office purposes, the Mail would not be sorted and ready to proceed on before 6 P.M. As it will be requisite, in order to make the Waterford line really useful, that the Mails for the interior should be despatched at 7 o'clock P.M. if possible, but certainly not later than 8 o'clock, the Committee do not think that two hours would be sufficient allowance for irregularity of arrival beyond the average of the voyage, to ensure the English correspondence being forwarded on by the regular Mails of the same evening. 5729.

The distance from Portishead to Dunmore is stated to be nearly 200 miles; a considerable portion of the voyage is subject to the delays of very strong Tides, the remainder to a very heavy Sea.

Comparing this voyage with the average length of the Liverpool voyages, and the irregularities of arrival in Dublin, to which even the fine

50 hours average
voyage in the
Winter months.
6 hours margin,
for irregularity
of arrival of the
Packet.
9 hours sorting,
dec. &c., and
journey from
Dunmore.
—
36 hours.

Vessels of this station are exposed, the Committee are inclined to think that it would be inconvenient to fix the regular despatch of the Mails from Waterford sooner than 38 hours* from the period at which the Packet should leave Portishead. As the Mail must be despatched from Portishead at 10 or 11, A. M., in order to insure the correspondence being forwarded by the regular Post with the fewest possible interruptions from the non-arrival of the Packet, the time for the Inland Mails being sent from Waterford should not be fixed at an earlier hour than 12 or 1 o'clock at night.

Such an arrangement would be inconvenient both to the Public and to the Post-office.

If this calculation of the time which should be allowed between the sailing of the Packet from Portishead and the despatch of the Mail-coaches from Waterford, (38 hours) be correct, the return voyage from Ireland will be attended with no less inconvenience. Allowing one hour only to get the Mail to Bristol, the Packet should have started from Dunmore 37 hours previous to the London Mail leaving Bristol, or at five, A. M., by which time of departure several hours would be lost for the Waterford Correspondence.

By improving the South Wales Roads the Mail might be brought down to Milford Haven at or shortly after one, A. M. If Packets of sufficient power were employed, the average passage would probably be reduced to 10 hours. If the Inland Mails were despatched from Waterford at seven o'clock, P. M. (with power of waiting one hour on occasion) 18 or 19 hours would be allowed for the irregularities of the voyage, i. e. very nearly twice the time of an average voyage; the probability, therefore, of the Mail despatched from Waterford at seven, P. M., being obliged

Chappell.

* In the 2nd Report of Commissioners of Revenue Inquiry, p. 515, the daily Voyages of the Liverpool Packets during six months in 1829-1830 are given:

The Average of daily Voyages in June, July and August 1829 was	N. M.
in December, January and February 1830	14. 25. 14. 24.

(Liverpool to Kingstown 120 miles.)

The twenty longest Voyages during these six months were:

In the three Summer Months of June, July and Aug. 1829.	In the three Winter Months of Dec. Jan. and Feb. 1830.
N. M.	N. M.
16. 37.	18. 34.
17. 40.	18. 20.
18. 4.	18. 48.
18. 24.	19. 40.
17. 15.	21. 7.
17. 8.	17. 52.
16. 40.	18. 53.
16. 20.	17. 24.
16. 40.	17. 24.
16. 30.	17. 5.
Average 19. 31.	18. 30. Average.

During the Summer period one vessel was driven back by a storm, and unable to make a voyage.

During the six months, therefore, there were 20 voyages, the average of which was 19 hours, or 4 h. 36 m. beyond the average of the voyages for the entire period.

During the Winter period on no occasion was the vessel prevented from making the voyage.

The average voyage between Liverpool and Kingstown appears, therefore, to be 14 h. 24 m.; but in the return of the arrivals of the Liverpool Packets too late for the Cashel Mail, we find that there were 50 voyages during the last year not performed in 18 h. 24 m.; i. e. 4 hours beyond the average. Supposing the voyage from Bristol to be not more exposed than that of Liverpool, and that the chances of irregularity were equal on both in proportion to their length, if 4 hours' margin for irregularity should be allowed on an average voyage of 14 h. 24 m., an average voyage of 25 hours should have 7 hours, and an average voyage of 30 hours should have a margin of 8 h. 20 m., within which the hour for the regular departure of the Inland Mails should not be fixed.

Appendix.

obliged to leave before the arrival of the Milford Packet would be infinitely less than if the Mails were detained until midnight, awaiting the arrival of the correspondence direct from Bristol.

It may be urged that the Bristol Line would be less expensive to the Post-office, inasmuch as the receipts from Passengers would be much greater than could be expected if the Milford Station were retained. The Committee have no grounds for forming an opinion on this part of the question; they cannot, however, allow that the past receipts of the Milford Establishment should be considered a fair standard by which the future receipts should be estimated, were the improvements suggested by the Committee carried into effect. Viewing the question solely in reference to the early and regular arrival of the London and Southern English correspondence at Waterford, the Committee are of opinion that, on an average of the entire year, the Mails would be received at Waterford, if forwarded by Milford Haven (the Line being improved), at a much earlier hour, and with infinitely greater regularity, than if despatched direct from Portishead.

THE POST-OFFICE PACKETS.

THE Committee have hitherto confined their observations chiefly to the state of the Land Communication with the Ports from which the English Correspondence is despatched to Ireland. They have recommended improvement of the Roads, acceleration of the Mails, and different alterations of the present Post-office arrangements. It would be useless, however, for the Government to permit any appropriation of the Post-office Revenue to such purposes, unless the Packets at the several Stations shall be made as efficient as the circumstances of the Harbours to which they belong will admit. To ensure the greatest regularity of Arrival should be the object; it therefore seems desirable that in Vessels, used for Post-office purposes, the power and form best calculated to force a Passage under unfavourable circumstances should be more attended to than the shape and size which would give the fastest Voyages in ordinary weather.

HOLYHEAD PACKETS.

THE Holyhead Packets are able to go at times with much greater speed than the Liverpool Vessels.

On an average of the 10 shortest Voyages, made in each of the years 1831 and 1832, the Liverpool Vessels performed the distance at the rate of 5 minutes and 44½ seconds per mile. The Holyhead Vessels, on the same averages, worked their passage at the rate of 4 minutes 54½ seconds per mile. Thus, in the distance between Liverpool and Dublin, the Holyhead Packets would have had an advantage of 1 h. 40 m. on each Voyage. On the average of the 10 longest Voyages (in the same period), the Holyhead Packets took 15 minutes 28 seconds for each mile; the Liverpool Vessels only 13 minutes 26 seconds. The Liverpool Vessels, therefore, performed their 20 longest Voyages in the two last years, on an average, in 4 h. 4 m. less time than the Holyhead Packets would have required had they been on this Station. The Holyhead Packets therefore must be considered as less calculated for Post-office purposes than those of Liverpool.

Mr. Asheton Smith has stated that the result of a trial which he had in his own Steam Vessel with one of the Holyhead Packets, the *Aladdin**, was that he beat her nearly two miles out of 15.

During

* In 1837 the *Aladdin* made the shortest Passage for the year.

During the last two years there were 80 occasions on which the Voyage was not executed within 11 hours, or in time for the despatch of the Correspondence by the Cork Mail which leaves Dublin at noon; and during the same period there were 60 occasions on which the late Packet, carrying the Dublin Correspondence, did not reach Holyhead in time for the London Mail. There are two Packets between Holyhead and Howth, each way, in the day. Hereafter, when the Mail shall require less time to perform the journey to London, and when more efficient Packets shall be placed on this Station, it will be a fair subject for consideration whether the expense of the second line of Packets may not be saved to the Revenue.

The importance of the Holyhead Passage makes it desirable that Packets of the best description, and with the most powerful Engines which can be placed in Vessels such as the Harbours of Howth and Holyhead would admit of, should be used, in order to give, at all periods of the year, the greatest certainty of the arrival of the English Correspondence in Dublin.

Parcel, 3000.

Goddard, 5495.

The position of Howth is stated to be much more favourable in respect to the prevailing winds than Kingstown for the voyage from Holyhead; it is stated also to be at least six or seven miles nearer.

Captain Brown however, has been examined relative to the actual state of this Harbour; from his evidence it would appear that the depth of water is barely sufficient for Vessels of the size at present in use.

4531.

In the opinion of Mr. Laing, the very intelligent Superintendent of Woolwich Yard, Vessels better adapted for this voyage, and of much greater power, may be built, which shall draw less water than those at present upon the Station. If this opinion be correct, Howth should undoubtedly be retained as a Packet Station, and the Committee recommend that Vessels of the greatest power suited to the Harbour should be placed on the Station as soon as may be practicable.

The Holyhead Packets are of smaller size and power, and the equipment and accommodation for Passengers much inferior, to those on the Liverpool Line. This difference is accounted for thus: On the Liverpool Line the Post-office had to encounter the competition of other Vessels; but, on the Holyhead Line, having a monopoly of it, they merely followed, when establishing the Steam Vessels there, the same system of outfit which had been originally adopted with the old Sailing Packets.

Freading, 1551-6.

The Engines of their Vessels having been found deficient in power, larger cylinders were placed in them in the year 1830; and as new Boilers were required, they have been made of a larger size than the old ones, in order to suit the enlarged cylinders. So far as averages of voyages can show improvement, the result appears in some degree to justify the experiment;

The Average of the 20 Longest Voyages in 1830 were:

	H.	M.
By Liverpool - - - -	26	24
By Holyhead - - - -	17	16

Ten Longest Voyages in 1832:

By Liverpool - - - -	26	51
By Holyhead - - - -	16	19

Some doubts have been thrown upon the strength of these Vessels, both in the Evidence given by Captain Skinner, and also that of Sir H. Parnell. Captain Goddard, however, the Agent of the Packets at Holyhead,

head, has been also examined; his evidence is favourable to the manner in which they are built.

Liverpool Packets.

THE Liverpool Packets have been fitted up with great attention to the efficiency of the Vessels, and also with every convenience for Passengers; the Furniture alone of each of them appears to have cost upwards of 1,100*l.*, and Plate to the amount of 700*l.* has been purchased by the Post-office for their use.

2nd Report of
Commissioners of
Revenue Inquiry.

Portpatrick Packets.

THE Portpatrick Vessels are stated to be greatly deficient in power. From the averages of the Voyages, given in the Appendix, this would appear to be correct. The currents in this narrow Channel run with great rapidity, and Vessels of considerable power of engine are required to stem their force. Captain Smithett states, that in a course of 21 miles, from Portpatrick to Donaghadee, he has been carried 10 miles out of the direct line by the strength of the current. At present, however, until Portpatrick Harbour shall be finished, the power of the Vessels, (if the draught of water must thereby be increased,) cannot be much enlarged.

Milford Packets.

THE Milford Vessels have been already stated to be deficient in power.

The passage is much exposed, and requires a Vessel of the best class to ensure an average passage; the averages of their voyages, as compared with those of the Holyhead and Liverpool Vessels, prove the inferiority of the Milford Vessels.

In 1832, the average of the ten longest voyages shows that these Vessels can make, in unfavourable weather, little more than three miles and a half per hour; while, on the same average, the Liverpool Vessels made four miles and a half per hour. Taking the difference of the average at four minutes per mile, it would make a difference, on the voyage from Milford to Dunmore, of 5 h. 20 m. in the time of arrival, against the Milford Packets; a comparison of the average voyage of 1831 would be still more unfavourable. Admitting the Liverpool voyage to be more sheltered, yet, on the other hand, it is of nearly double the length, and the first part of it is considerably delayed by the Packet being obliged to moor at some distance from Liverpool to wait for the Mails, and by the necessity of using a small steamer, so that, in general, the first seven miles from Liverpool occupies from one hour and a quarter to one hour and a half.

Again, referring to the averages of the longest voyages of the Liverpool and Milford Packets, the following is the result:

Twenty Longest Voyages:						Liverpool and Kingstown.		Milford and Dunmore.	
						H.	M.	H.	M.
1827	-	-	-	-	-	24	37	24	45
1828	-	-	-	-	-	25	16	25	57
1829	-	-	-	-	-	27	15	26	11
1830	-	-	-	-	-	26	24	22	51
Average						25	32	25	8½

Thus, the Liverpool Packets, in their longest voyages, perform 120 in 25 32
the Milford Packets - - - - - only 81 in 25 8½

MILES. H. M.

If this voyage were performed with the same speed as the Liverpool voyages, the time occupied during the 20 longest voyages would be about 17 hours.

With vessels of equal power, it could not be expected that the average rate of passage on the longest voyages should be so favourable to the Milford Packets as the Liverpool; but if the Milford Haven Line of Communication with Ireland were made efficient, and used by the Post-office for the despatch of the London and Southern English Correspondence to the South of Ireland, it would be second only in importance to the Holyhead Line; and Packets of greater power than those of Liverpool should be placed there, in order to compensate for the greater exposure of the voyage.

The difference of exposure on the two voyages cannot, however, be the sole cause of the great difference of the averages: as even with the present Milford Packets, though the average of the daily voyages is upwards of 12 h. 10 m., yet the average of the voyages of the *Sybil* is not more than 10 h. 18 m. This does not greatly exceed what the average voyages should be, if calculated by the standard of the Liverpool passages; as, if a voyage of 120 miles is executed on an average in 14 h. 20 m., voyage of 80 miles should take 9 h. 30 m.

The Committee therefore cannot doubt that with sufficiently powerful Packets, the voyage might be done in a less average than 10 hours.

The House will probably be surprised at the enormous sums which have been expended by the Post-office on the several Packet Establishments, and at the comparative insignificance of the total receipts from Passengers. When the Post-office determined to establish Packets of their own, it was anticipated that the receipts from Passengers would have, at least, reduced the actual charge on the Department to what it would have been had the service been contracted for. To have effected this, the Department should have recollected that their Vessels would be subject to competition, like those of private individuals, and that, to be successful, they should accommodate their charges and their accommodations to those of the private steamers.

The difference of Fare between the Government and the Private Steamers at Liverpool has been already noticed. The superior convenience and certainty of the Post-office Packets beyond those of the Private Companies does not appear to be valued by the Public so highly as 12 s., the difference of fare; the consequence has been, that the number of Passengers who have crossed over in them during the present year, as compared with the corresponding period of the last, has considerably declined. The opposition to their own Vessels at Holyhead, which the Post-office has established in the Liverpool Line, has been also noticed: it has been completely successful in this respect; by superior Vessels and superior Accommodation they are gradually inducing the Public to abandon the Holyhead Line. Notwithstanding the superior cheapness and convenience of the Liverpool route from Dublin to London, it is probable that the excellence of Road, the beauty of the Scenery through which the Traveller passes, and, above all, the shortness of the Sea Voyage, would have induced a much greater number of Passengers to use this Line, if the same convenience of Packets were afforded, and if the charges were reduced. In this, however, the Post-office must be aided by the Coach Proprietors connected with the Road. Unless they unite with the Post-office in offering to the Public

Chappell, 2946.

2952.

vide Appendix
No. 2.

Capt. Townley.

Public facilities of travelling, unless they assist in reducing the entire cost of a journey from London to Dublin by this route, the Post-office will in vain improve the Packets or reduce the Fares. The greater or less number of Passengers who will cross by Holyhead will depend mainly on a comparison of the entire cost and facilities for travelling from London to Dublin by this route as compared with Liverpool.

This consideration must also regulate the Fares which should be charged at Milford: although the Post-office has not established a rival line of Packets here, yet the competition does exist; and the charges of the Packets should be regulated accordingly. Here again the Post-office must be assisted by Coach Proprietors interested in the Line, or a reduction of Fares would be useless.

The Line by Milford can never rival that of Bristol in cheapness. The cost, however, of the journey from London to Waterford by Milford should be reduced as near as possible to that between London and Waterford by Bristol. There must always be a difference in favour of Bristol; but that difference may be so small as to be compensated by the greater certainty and shorter sea voyage, and thus Passengers may be induced to return to this Line.

The Committee have drawn up a Schedule of Charges for the Packets, which they beg to recommend for adoption.

It has before been stated, that some doubts exist as to whether the Post-office Packets were originally as well built as might have been expected from the price paid for them.

On this question the Committee have not felt themselves competent to give any opinion. They have thought it more desirable to recommend that a competent person should be sent by the Government to survey the Packets; to ascertain, not only their general safety, but also to report upon their efficiency for the service in which they are engaged. They have examined Mr. Freeling as to the course which he pursues to obtain the best models, and the best builders, when a new Vessel is required for the service. He states, that he sends to a few Shipbuilders, whom he selects, to require estimates and specifications for a Vessel of the size and tonnage which he thinks desirable; that the form and building are left to the Contractor, subject however to the approbation of the Postmaster-general, or of such persons as he may think proper to consult on the subject. That he follows the same system with respect to the Engines.

1577.

1581.

1578.

1790.

There appears, however, to be no sufficient superintendence to protect the Public against carelessness or fraud in the builder, nor the use of inferior materials; nor does it appear to the Committee that from such a system the adoption of the latest improvements, either of the Engine or the Form of the Vessel, can be calculated on.

1732.

Again, Captain Goddard states, that in the building yard at Holyhead he permits such alterations in the Engines as he deems proper, that he submits them to the judgment of others or not, according as he shall consider them of importance or otherwise.

438a.

4383.

4390.

It appears, therefore, that the Postmaster-general, (or in effect the Secretary of the Post-office,) is the ultimate judge of the proper form of the Vessel, and the description of Engine, and who should be the Contractors for the work. Though the Committee have no reason to suppose that any injudicious mismanagement on the part of the Secretary has taken place, or that he has in any way misused the very great patronage which

such a privilege confers upon him, yet they do not recommend a continuance of the system, as the appointment of a gentleman to the situation of Secretary to the Post-office, sufficiently experienced in Ship-building, and with the best forms of Steam Engines, to be able to exercise a sound discretion on subjects apparently so disconnected with his general official duties, cannot always be calculated on. They would, therefore, recommend, that in future all Packets required for the Post-office service should be built in the Naval Yards, or at least under the direction and superintendence of some responsible officer of the Admiralty.

This plan has been objected to on the part of the Post-office on account of the apparently large sum of 36*l.* per ton having been charged by the Admiralty for "The Vixen," built in the Woolwich Yard. Though the payment of this sum may be a large deduction from the revenue of the Post-office, yet it will be found, by the explanation given by Mr. Stone, that the difference of the Cost of a Vessel built in the Naval Yard beyond the Private Builder's price, is merely nominal, and only arises from a fictitious mode of charging for the materials used, adopted by the late Navy Board.

The result of the experiment as regards "The Vixen," is favourable to the recommendation: she is stated to have cost much less in repairs than the other Vessels, built in Private Yards, and to be at present in a much more serviceable state.

The Committee beg also to call the attention of The House to the suggestion of Lord Cawdor and Sir H. Parnell, which they think well deserving the consideration of Government,—that the Packets should be placed altogether under the management of the Admiralty.

SHIP LETTERS.

Free Eng.
Geddy, 1882.

It is stated, that although Letters may be sent by the Post-office from England to Ireland in private Vessels, yet, from the state of the Law on this subject, there has been hitherto some difficulty as to their transmission from Ireland to England. This anomaly has been at last rectified by an Act which passed the Legislature during the present Session.

Gilbert.

The Committee are convinced that the greatest advantages might be derived by the Public from the general use of well-established private Steam Vessels for the transmission of Letters. Although long voyages are not well calculated for the permanent Post-office arrangements between the two Countries, no fair objection appears to exist against allowing all persons who shall desire to send Letters by private Steam Vessels to do so, under proper regulations. This privilege should not be confined to the Towns between which the Vessel plies; Letters sent as Ship Letters should be transmitted on by the Post-office as if received by the regular Mails. A Letter so directed on should be charged as if received by the regular route. Thus, if a Merchant in Cork, on receipt of his London Correspondence at 9 A.M. on Saturday morning, desires to answer the Letter immediately, the answer, if sent by Waterford, or the regular Dublin Mail, could not reach London before Wednesday; by the Mid-day Mail, and with a short passage, it might be received in London on Tuesday; by taking advantage of the Bristol Steam Vessel, which leaves Cork on Saturday, it might arrive in London on Monday, and could not be later than Tuesday. If directed to Falmouth, (so important a Mail for the West India and Mediterranean Correspondence), by being sent direct to Bristol, there would be an almost certain saving of 24 hours. One instance

instance is sufficient to exemplify the benefits which would arise from such a mode of communication, but such examples might be multiplied, as between all the principal Towns on the Irish Channel.

353B to 3543.

The Committee recommend that such an arrangement shall be immediately made: that Letters directed to any Town in England or Ireland may be forwarded, if so directed, across the Channel in the private Steam Vessels, and that they shall be forwarded on and charged by the Post-office as if sent by the regular course.

The Letters sent from English to Irish Ports direct are now charged only half the regular postage; as the Post-office is obliged to keep up the establishment for the longer conveyance, notwithstanding the direct communication, it is a subject for consideration of the Government whether such a privilege should be continued.

IRISH INLAND COMMUNICATION.

THE Committee having considered the arrangement of the Mails leading to the Irish Post-office Packet Stations, and also the state of the Packets, proceeded to examine the Evidence which had been given as to the Post Communications between the Ports of arrival of English Correspondence and the principal Towns in Ireland. They regret that the extent to which their examination of questions already referred to in this Report has been carried, and the near approach of the termination of the Session, have prevented their entering on this branch of the subject so minutely as they could have desired. They have, however, received sufficient Evidence to justify their recommending, that the state of the Post-office Communication between the Post-office Packet Stations and the principal Towns, especially on the Western Coast, and also of the Cross Posts, should be taken into the immediate consideration of the Department.

Regularity, and the early arrival of the English Correspondence, have become of much greater importance than formerly to the inland Towns of Ireland; probably this Correspondence is even more important than that of Dublin and the interior. This has arisen from the great facilities for export and import, which the introduction of Steam Vessels, now employed in every direction between England and Ireland, has afforded. Gilbert.

The Tradesman of the country Town does not now confine himself to purchasing in the nearest city or large town the supply of goods which he may require; he selects for himself in the English markets, and imports direct without the intervention of the general merchant. The amount of dealings between the two countries has not only increased very considerably, but they are carried on, in Ireland at least, by an infinitely greater number of separate individuals than formerly. Expedition and accuracy of arrival of the English Mails, was formerly important only to a few Merchants residing in the principal Towns, now there are few Towns of any size in which a considerable portion of the Inhabitants are not interested in the acceleration and improvement of the Post Communication with England. Hence a new and productive source of Revenue has arisen, one too which will increase in proportion as it shall be nurtured and encouraged by the Government.

The Post-office arrangements of the interior have been established chiefly with the view of opening a direct intercourse with Dublin. Those lines which are connected with the English Correspondence alone, have been considered of secondary importance, and have been neglected.

The defects of the system appear to consist in the want of efficient direct Lines of Communication between the Ports of arrival and principal Towns on the West Coast of Ireland, and also of good Cross Communications branching off from the direct Lines, in a bad arrangement of the hours of receipt and despatch of the Mails, by which an unnecessary detention of Letters in several of the Post-offices takes place, and the comparatively slow rate of travelling of the Mails and Mail Cars, with very few exceptions, and of the Cross Posts generally. Owing to the great importance of the English Correspondence as compared with that of Dublin, the Committee have been led to consider whether the despatch of all the Mails from Dublin should not take place in the Morning, to suit the arrival of the English Correspondence, instead of their being detained until Evening, as at present.

Parcell.

So long as Dublin shall remain the seat of Government in Ireland, and of the Courts of Law, this change of the hours of departure of the Mails, would be attended with great public inconvenience. It must frequently happen that the Government would require to circulate through the Country, orders rendered necessary by communications received from London; a morning despatch of Mails from Dublin would be too early for the purpose, and the urgency of the business might be such as to render delay until the next day inexpedient. In the receiving news from the interior, and forwarding on despatches to London, the same inconvenience would arise.

If the arrival and despatch of Mails were made to suit the English Correspondence only, Letters from the interior would not be delivered in Dublin, until 3, *p. m.*; and, as probably the despatch of the Mails would take place at Noon, the Office would be closed against the receipt of Letters at 11 o'clock *A. M.*; thus leaving the inconvenient period of from 3 o'clock in the evening to 11 o'clock the next day, the only time for Mercantile and Professional Correspondence. So far as the Towns of the interior are concerned, it would be undoubtedly very desirable that two despatches of Mails should take place daily, the one adapted to the English and Irish Correspondence passing through Dublin, the other for Dublin Letters, or such English Mails as should have arrived too late for the early despatch. So large an expenditure as a double Line of Mail Coaches on all Roads would entail on the Revenue, could hardly be recommended.

Much, however, of the expense would be avoided, and all the advantage of such an arrangement would be obtained, if the Post-office would consent to make use of well-regulated Stage-coaches for the transmission of the early Mails, whenever they should find the Proprietors willing to contract for the conveyance of the Mails on fair terms, and to submit to such reasonable regulations as the Post-office should deem necessary for the security and regularity of arrival of the Letters.

Belfast has to a certain extent the advantage of an early Mail, a Stage-coach which leaves Dublin at 7 *A. M.* has been taken advantage of by the Post-office; however, from the early hour at which it has hitherto started, the London Letters are never forwarded by it; the Proprietor of this Coach is about to delay the time of starting, in order to remedy to a certain extent the inconvenience. During the last year only 22 Mails from Liverpool have been thus forwarded.

Mr.

See Returns of arrivals in Dublin in time for Belfast Day Mail.

Mr. Cassidy has shown in his Evidence the great advantage a similar arrangement would afford to Limerick, and the Towns which intervene between Dublin and Limerick; he states, that if the Day Coach which now leaves Dublin at 8 A. M. for Limerick, were allowed to carry the Mail, he should receive his English Letters at Monastereven 10 hours earlier than at present; but as they now arrive at night, an early despatch would in effect give him his Letters 18 hours earlier than he now receives them.

Cork is the only Town which has the advantage of two Mails from Dublin in the day; the one despatched at Noon, the other in the Evening. The contract for the Early Mail will soon terminate; and Mr. Johnson states, that there is some intention on the part of the Post-office of not renewing it. Should the recommendation of the Committee for the improvement of the Milford Line be adopted, there will be less necessity for the continuation of this Establishment.

In considering the arrangements made for the transmission of the Mails from the Ports of arrival of the English Correspondence to the Interior, the Committee have been surprised at the great delay which frequently takes place in forwarding the Letters, but which could generally be avoided by an alteration of the hours of despatch of the Mails. The delay in the Dublin Office has been already referred to. English Letters are detained in the General Post-office for 11 hours: this can, however, only be remedied by a double despatch of Mails, or by taking advantage of the Day Coaches. In the Belfast Office, the cause of the frequent delay in the transmission of Letters will be in a great measure removed by the acceleration of the Glasgow Mail to Portpatrick, and by increasing the power of the Engines in the Pockets, thus securing an arrival of the Donaghadee Mail in Belfast at an early hour in the morning. Letters from the North of England or Scotland to Towns on the Larne Line or to Bangor, must remain for 20 hours in the Belfast Office. These Mails are arranged solely in reference to the Dublin Correspondence. Should an earlier arrival of the Donaghadee Mail be ensured, a slight alteration of the hour of despatch might give the Towns on these Lines the benefit of receiving their Scotch Letters at the same time as those of Dublin. The Derry and Down Mails would seldom leave Belfast without the Letters forwarded for Portpatrick. The Letters to Armagh and Monaghan are now despatched at 5 P. M. (6½ miles to Lisharn by the Dublin Mail,) and arrive at Armagh at 11 o'clock at night. They should be sent direct from Belfast at a much earlier hour, so as to be delivered in Armagh by seven or eight o'clock in the evening.

Waterford is the natural and direct Line of Communication between London and Bristol and the South of Ireland. Yet it has been so neglected as to be of little use.

	Miles.	Postage.	Holyhead.	Waterford.
The Distance from Bristol to Cork by Holyhead		s.	Holyhead 138	Bristol to
is - - - - -	485	17	Dublin - 67	Dunmore } 230
- - - - - by Milford -	314	14	Cork - 160	Cork - 84
Increase of Distance - -	171	3	465	314
The Distance from Bristol to Limerick by Holyhead			Holyhead 138	Dunmore 230
- - - - -	422	16	Dublin - 67	Limerick 77
- - - - - by Milford -	307	14	Limerick 117	307
Increase of Distance - -	115	2	421	

	Miles.	Postage	Holyhead.	Waterford.
The Distance from London to Cork by Holyhead	488	d. 17		
By Milford direct, supposing the Distance from			Holyhead 261	London to } 340
Dunmore to Cork by Youghal Bridge to be 84			Dublin - 67	Dunmore } 340
miles * - - - - -	454	15	Cork - 160	Cork - 84
Increase of Distance - -	84	9	488	414
The Distance from London to Wexford by Holy-			Holyhead 261	Dunmore 340
head - - - - -	422	17	Dublin - 67	Waterford 11
by Waterford - - - - -	390	15	Wexford 94	Wexford 39
Increase of Distance - -	32	2	459	390

Letters from Cork, Tralee, Limerick, Wexford, and several other Towns, are sent by the circuitous route of Holyhead to London and Bristol, although subject to extra Postage, in order to ensure an earlier arrival.

The Post-office, considered merely as a Board of Revenue, have acted not unwisely in thus neglecting the Milford Line; if it were disused altogether two fiscal advantages would arise, the expense of maintaining the Line would be saved, and all Letters to the South of Ireland would pay larger Postage. The Committee, however, doubt the policy of adhering to a principle which limits the exertions of the Department to one object, increase of Revenue †.

Several very singular anomalies have arisen in the partial disuse of the Milford Line. A Letter from London directed to Castle Town is forwarded by the Milford Line to Cork, and if there be an average passage it arrives at Waterford by six o'clock, P. M.; it is detained in the Post-office until five o'clock the next morning, it is then forwarded on to Cork, not by the regular Waterford and Cork Mail, which is not despatched until 8 h. 15 m., but by the Limerick Mail as far as Clonmel, here it meets the Dublin Mail to Cork, which takes on the Waterford bags and reaches Cork at five o'clock, it is thence forwarded on to Castle Town, a distance of 90 miles beyond Cork, and is charged 16d. Had this Letter been directed to Cork, it would have been charged 17d.

The distance from Waterford to Tralee by Cork is 156 miles, and the distance from London to Tralee by Waterford and Cork is 496 miles, and the charge for postage, 1s. 4d.; but a Letter sent by this route is first detained 12 hours at Waterford, and subsequently 13 hours in the Cork Post-office; consequently the inhabitants of Tralee prefer to have their

* Mr. Nimmo, in his Evidence before the Committee of 1827, states the saving of distance between Cork and Waterford from the erection of the Youghal Bridge to be nearly 14 miles. Sir E. Lees states that the Road from Dunmore to Cork may be reduced to 84 miles, (Dunmore to Waterford, 11; Waterford to Cork, 73,) and Sir R. Musgrave, in a letter placed in the Appendix, states that the distance from Waterford to Cork is at present 61 Irish miles (under 78 English), but might be reduced to 55 (72 English), by the formation of a new Road of five miles.

† That public accommodation is a secondary object with the Post-office, is distinctly avowed by Mr. Freeling and Mr. Johnson in the following Answers:

"Is it the system of the Post-office not to give the convenience to the Public of a Mail-coach or Mail-cart, unless they expect that it shall not only pay itself, but be a source of Revenue to the Country?—The Post-office has always been considered as a Board of Revenue, consequently, one of its principles is not to lay out Money if possible, unless where a return is expected; but there are always exceptions to that rule, and in any material case the accommodation of an important District must be provided for even at a sacrifice.

"Will not the Postmaster-general sanction a Mail or Mail-cart in England, unless he thinks it will be a source of Revenue to the Country, after paying itself?—I should say, as a general rule, not unless he expects some surplus over the expenses; there may be exceptions to that general rule."

their Letters sent by Holyhead (517 miles), at an extra charge of 1d. on each Letter.

In the same way Skibbereen and all those Towns to which Cork is the centre for distribution of the Mails, pay less than Cork for their Letters, though they must have previously passed through Cork.

Dingle is about 27 miles beyond Tralee. The London Letter to Dingle passes through Tralee, and is charged 1s. 4d., while the Tralee Letter is charged 1s. 5d. The same anomalies occur in respect to Towns situated beyond Limerick.

Wexford, a Town of considerable importance, and with a very rising trade, also exemplifies the state of the Post Communication. Its direct Line from London is by Waterford, from which Town it receives its Letters by a Mail-car passing through Ross. From Waterford to Ross is 10½ Irish miles. The Mail-car takes 2 hours and 20 minutes to execute this portion of the journey. This is not entirely owing to the badness of the Road, but "also to the Car having only one horse, and sometimes six Passengers and the Driver." The distance between Waterford and Wexford is 39 miles. The Mail is despatched from Waterford (having been detained in the Post-office 12 hours) at 6 A. M., and is received at Wexford at noon. Consequently, a letter put into the London Office on Monday reaches Wexford (through Waterford, the distance being 390 miles) on Thursday at 12 o'clock. Had this letter been sent by the circuitous route of Holyhead, it would have been received at 8 h. 30 m. A. M. of the same day, i. e. 3 h. 30 m. sooner than by its direct Line). Notwithstanding the increased charge for Postage, the Wexford Merchants generally get their London Letters directed to them through Holyhead instead of Milford. The distance between Waterford and Wexford is so small, that if the despatch of the Post took place immediately on the arrival of the Packet, the London Letters would generally arrive in Wexford on Wednesday evening.

Baird, 258a.

Lambert, 4135.

Baird, 3554.

The Committee have already recommended the improvement of the South Wales Roads, and the placing better Packets on the Milford Station. They have again referred to them, because on the adoption of their suggestion in respect to the route previous to the arrival of the Mails at Waterford, the advantage of an alteration of the Post-office arrangements at Waterford must mainly depend.

All the Correspondence from London and the South of England to the South of Ireland should be sent for distribution to Waterford. With the alterations and improvements already described, the Mails may be expected in Waterford shortly after Noon. However it is desirable that on the fewest possible occasions the Inland Mails should be despatched before the arrival of the Packet, they, probably, should not be fixed to start from Waterford before 7 o'clock P. M., with power to the Postmaster of detaining them until 8 o'clock. The Wexford Post may be sent off immediately on the arrival of the Packet.

At 7 o'clock P. M. direct Mails should be despatched to Limerick, Tralee and Cork (through Youghal*), with separate Bags for all the intermediate Towns. These Mails should be liberally encouraged by the Post-office to travel with the greatest speed which the state of the Roads will admit

* The Youghal Dublin Letters might be despatched from Waterford in the morning by a Mail-car, or from Cleeve, or some convenient point on the Cork and Dublin Line.

admit of. The Mails should arrive in both Cork and Limerick before 5 o'clock A.M.; and the Mails to be distributed from them should be forwarded as soon as possible after the arrival of the Waterford Mails. Hereafter, if the arrival of the English Correspondence at Waterford shall be found to be as early and regular as has been anticipated from improvement of the Packets, much advantage may be derived by despatching a Mail to Kilkenny immediately on the receipt of the Letters at Waterford. The English Correspondence would then be received in Kilkenny early in the Evening, instead of the following Morning, as at present, by way of Dublin.

So long as the Mid-day Mail is continued, Cork would receive but one advantage from this arrangement, a smaller charge for Postage on each Letter; but all Towns which receive their Letters through Cork would be greatly benefited, as they would receive their Letters earlier than at present. And Cork, should the Mid-day Mail be discontinued, would receive the English Correspondence 12 hours before the arrival of the regular Dublin Mail, or than Letters from Waterford could be received at present.

Letters from Waterford to Tralee now pass through Cork, 157 miles, and are detained 13 hours in the Cork Post-office. The direct Road to Tralee from Waterford is at present very circuitous; it appears, however, from the Evidence of Mr. Griffith, that after that portion of the Road, for the part execution of which by the Commissioners of Woods and Forests an Act has lately passed the Legislature, shall have been finished, the only defective part will be between Mallow and Mitchelstown. At present the Mail-car travels on this part of the Road (21 $\frac{1}{2}$ miles in 3 h. 20 m.) at the rate of 6 $\frac{1}{4}$ miles per hour, without difficulty; its state therefore cannot be such as to prevent the proposed arrangement. Tralee, when the New Road shall have been finished, will be about 125 miles distant from Waterford*, and should receive the English Correspondence at 11 o'clock A.M., instead of 7 o'clock in the Evening, and would pay 1*d.* less on each Letter from London. Killarney should receive it 15 or 16 hours earlier than at present.

Limerick would receive the English Correspondence earlier, and would pay less for it. The Towns between Limerick and Waterford would receive their English Correspondence several hours earlier than at present; their Dublin Letters might be forwarded from the Cork or Limerick Lines.

The Witnesses examined appear to entertain no doubt that if liberal encouragement were given by the Post-office for accelerating the Mails, they might be much more rapidly conveyed with perfect safety; nor does there now appear to be any serious impediment in the way of great improvement, as the Contracts under which the Mails have been hitherto held have generally either expired or are about to terminate. The state of the Mail Car Post and Horse Posts is still more defective. The Mail Cars do not travel on an average at more than six miles per hour; the Horse Posts at five miles and a half.

The

* The new Line of Road, about 32 miles, adverted to by Mr. Griffith's Report, and already commenced, will reduce the distance between Tralee and Mallow above at least 12 miles, and the distance from Mallow to Waterford could be considerably shortened. A direct Line of Communication by Tralee would be useful in opening a more direct intercourse between Kenmare, Valentia and other Harbours on the South and West Coasts of Ireland and Waterford. Should the Plan which has been proposed, and for which an Act of Parliament has been obtained, be carried into effect, of opening a direct communication by Steam Vessels from Valentia to America, a direct Line from Waterford to Tralee will be of the utmost importance.

The arrangement of the Cross Posts is very defective, and requires *Casidy*, immediate revision. It has been stated that the Cross Posts are usually let to the several Postmasters as a Perquisite, in order to increase their Salaries. If this be the case, little improvement can be expected until so pernicious a system be discontinued. It seems like evasion to give a Perquisite in order to increase the recognized and avowed Salary of any Public Officer; but it is also the most injurious mode of paying them, because unless the Public be injured by the work being done as cheap as possible, (and therefore as badly as may be permitted by the Inspectors), the object of the Perquisite, the increase of Salary, will not be obtained. These Posts should be open to public competition; but it should be rather a competition of speed and regularity, than for any diminution of the present money payments for their conveyance.

The Committee beg to refer to the Return for the rate of travelling of the Mail Coaches in Ireland. It will be seen that at present only two* (the Limerick and Sligo Mails) exceed the rate of eight statute miles per hour, and that the average rate of travelling by the Mails is little more than seven miles and a half per hour.

The Post-office Revenue of Ireland should be considered in reference to its total amount, and the Expenditure on each separate Line of Communication should not be altogether measured by the probable amount of gain to the Revenue; one Line should not be neglected, because it may happen to be less productive than some other Line. The object of the Government should be rather to encourage facilities of Communication than to consider what may be gained by the Revenue. The gain to the Revenue must be sought indirectly, through increased consumption, and through the advantages which will result to England by bringing every part of Ireland as near and as available to her large Towns as their relative positions will admit.

One difficulty in accelerating the Mails will arise from the small number of persons who are at present engaged in the business of running Coaches in Ireland. There are probably more separate Contractors for the Holyhead Mail than there are Contractors for all the Mail Coaches in Ireland.

This trade is confined to very few persons in Ireland. They are generally men of large capital, to whom individually the horses and coaches required for the contract belong, consequently the Government cannot expect to make such advantageous terms as in England.

The Messrs. Bourne have stated that they are Contractors for Mail Coaches on about 213 miles of Road; that all their horses are their own, to the number of from 700 to 800; that to a great extent they are obliged to grow upon their own lands the hay, and even the oats, required *Bourne, 5109.* to feed them.

Mr. Parcel states, that in addition to the Belfast Mail, (80 miles,) he is Contractor for six or seven Mails out of Dublin; and Mr. Galway is Contractor for the Mails from Waterford to Bantry.

The Committee would suggest, for the consideration of the Post-office, whether by proper arrangements this monopoly might be got rid of by an agent on the spot, who could induce individuals to contract for short portions of the Road. This system might at first be difficult to carry into

* The short Mails to the Packets can scarcely be taken into consideration.

into effect, and even for some time disadvantageous; but in a very short time the habit of contracting for small portions of a Line of Mail would be introduced into the country, and the Post-office hereafter would find less difficulty in ensuring regularity and efficiency, as it would have the benefit of the competition of many persons who would be willing to undertake a contract which would require but a small outlay of capital, and could be managed under their own inspection, without their being placed under the necessity of depending on subordinate agents, but whose means would be totally insufficient to enable them to undertake an extensive contract.

Probably it may be found that the present Mail Coach might on many Roads be dispensed with; that light two-horse Carriages, carrying not more than three or four Passengers, might be found more adapted to the present state of the Roads, for travelling at great speed, than Carriages drawn by four Horses; at least Contracts for such Carriages might be obtained with infinitely greater ease than the Contracts for Mail Coaches drawn by four Horses.

Some, however, of the Witnesses examined in respect to the practicability of accelerating the Mails, have expressed themselves doubtful of the safety of any general increase of speed, unless improvement of the Roads shall first have taken place.

Many Roads which are well calculated for the common uses of the country, and which for such purposes are sufficiently well kept, are ill adapted for Coaches travelling very rapidly; their surface is rough and negligently kept; they are frequently narrow, seldom as direct as they should be; hills are not sufficiently avoided, and they are generally bounded by large dikes between the Road and the Fence. Their great defect appears to be that they were made originally for local purposes, and have been laid out without reference to the extreme points between which they are required.

Different Counties through which a main Road between two great Towns may require to be taken, do not take the same view of its utility; each may execute its own part of the Line, or each may divert its portion from the direct course to suit local objects, according as it may best accommodate the individual interests of the gentlemen whose influence may happen to predominate upon the Grand Jury. A Road may have to pass through several Counties; if the Grand Jury of one County shall refuse its concurrence, the remainder of the Road is useless for the general object. A remarkable instance of this defect in the Grand Jury system has been detailed by Mr. Green, and corroborated by Mr. Griffith*.

If a considerable portion of a new Line of Road passes through a County

* It appears from Mr. Green's Evidence, that in 1813 the Postmasters-General proposed to establish a new Line of Communication from Dublin to Waterford; that for this purpose a certain portion of an old Road in the County of Dublin required repair, and some new Road to be made, (in this County altogether 12 miles); 25 miles of new Road were to be made in the County of Wicklow, and five miles in the County Kildare. The Work was considered so necessary, that the Government was ready to advance the Money. The County Wicklow consented immediately to the proposal, and has expended 25,000*l.* on that portion of the Road which passes through the County. The Counties of Dublin and Kildare have refused to execute their parts of the Road, consequently the Wicklow portion has been for many years comparatively useless; at last the County Wicklow was obliged to apply for an Act of Parliament in 1820, to make this Road a Turnpike Road for the purpose of opening a passage to it through Dublin and Kildare, thus subjecting this Road (made solely at the expense of the County of Wicklow) to Tolls, in order to defray the expense of forcing Roads through two Counties which have refused all assistance towards the original object, a new Road from Dublin to Waterford, the benefit of which to the Country generally has thus been altogether lost.

County near its Boundary, that County will receive but little advantage from its formation, and can scarcely be expected voluntarily to tax itself for the benefit of other Districts.

In the case of widening Roads, or of shortening them, by the opening new pieces of Road between given points, the entire expense may have to be borne by one Barony, yet the District may not receive the slightest advantage from the improvement, as in the case of a Barony whose Post and principal Market Town happens to be situated in an opposite direction from the new Line of Road*.

The Committee are convinced that nothing effectual will be accomplished until a new system be adopted for the opening new Roads between the Ports of arrival of the English Correspondence and the principal Towns, for improvement of the old Roads, and for keeping both in the best state of Repair. The direction of such Roads should no longer be left to local caprice; nor when made, should their maintenance in Repair be left subject to local mismanagement.

In respect to those great Roads which form the main communications of the Kingdom with Dublin and England, they should at once be taken out of the hands of the Grand Juries, or the local Trusts; a general revision of them should take place, and they should be so improved, both in respect to their Direction and Surface, that the least possible time should be lost between the despatch of the Mails and their arrival at the Town to which they are forwarded. The Expense of opening the best and most easy communication between distant parts of Ireland and the Ports of despatch to England should be chargeable on the Revenue derived from the Post-office. Their maintenance might be defrayed by Tolls. Should the Government, however, determine that these Expenses were not for an object sufficiently of general and national interest to be charged entirely on the Public Revenue, some system should be introduced without delay, by which the Expense of forming the Roads, as well as their maintenance in Repair, may be more generally diffused over the entire District benefited by them, in proportion, not merely to the extent which they may occupy of the particular District, but also to the benefit received by each, and its means of repayment.

On some of the principal Lines money could be raised for the improvement of the Road on the security of the Toll; on others advances should be made on the security of the County Rates. These advances should not be repayable by the Counties according to their proportion of the Road, but on the principle before stated.

When the Government had determined on the improvement of any of the great Lines of Road, the Committee would suggest that a certain proportion (in many cases even to the extent of one half), of the Expense should be advanced by the Government, and that it should be made imperative on Counties to raise their portions of the remainder; Cities, Towns, and rural Districts, should contribute, even though no portion of the improvement were actually made within their limits. What their proportions should be, and the Districts over which they should be apportioned, must depend on local circumstances, the wealth of a District, and the increased facility of Communication it will receive from the improvement.

These

* Mr. D. Browne states that a saving of 40 miles might be effected in the distance from Dublin to Swinford, by making a new Road of only 13 miles; but that the expense on the Barony through which it should be made would be so great, that the Grand Jury has refused to grant the Road.

These proportions should be struck out in the first instance by the Government*, and might subsequently be subject to some mode of arbitration between the Districts, should any correction of the original distribution of the charge be found necessary. The Survey and Valuation of Ireland now in progress will enable the Government to ascertain their proportions without difficulty.

The execution of such Works and their maintenance should all be undertaken by the Board of Works.

The Committee, in recommending that in certain cases a compulsory Taxation shall take place, are aware of the very heavy burdens which at present press upon the Irish peasant; and though it may be urged that taxation of this nature is a deduction from rent, and therefore falls upon the landlord, yet there can be no doubt that in effect the County Rates have been so uncertain, and latterly so much on the increase, that a large portion of them at least, is payable out of the scanty residue of the gross produce of the land, which should remain to the farmer for his own support, after the payment of rent and all expenses. The Committee trust that this will be rectified by the County Rate being made payable by the landlord alone.

IN concluding this Report, the Committee wish it to be understood that in their previous Remarks they have not intended to attribute blame individually to those who have had the Management of the Department of the Post-office, but only to the System under which they have been obliged to act. So long as the collection of the greatest amount of Revenue at the least possible expense shall be their sole duty, no exertion for Public accommodation can be expected, which does not carry with it the certainty of profit to the Revenue; the Committee believe, that even in a financial point of view, it would be prudent not to confine the operations of the Post-office too strictly to this one object; by every improvement of a Line of Communication the expense of maintaining it efficiently will diminish, and the use of it, and thereby the Revenue, will increase; besides, every new Communication which shall be opened with England will open a new district for the employment of Capital and the exercise of Industry, a new market for the English Manufacturer, a new supply of food for the Artisan, and a new source of Revenue for the State. Every improvement of Lines of Communication already existing will tend to induce the Capitalist to settle in the more remote parts of Ireland, and thus spread industry and happiness in these hitherto neglected districts; civilization and employment of the people will extend; and disturbance, and the cost of putting down disturbance, will be got rid of. The Government should recollect that it is peculiarly an English object that the most remote

* This principle is not new in Ireland; the 17 & 18 Charles 2, c. 16, (1665), recites, that the repairing and new building of the Bridge over the Blackwater at Cappoquin, in the County of Waterford, would be of great "use and convenience," not only to the Inhabitants of the said County of Waterford, but also to the several Inhabitants of the County of the City of Waterford, the County of the City of Cork, the Counties of Cork, Kerry and Tipperary. The same is to be built and repaired at the Charge of said several Counties of Waterford, of the County of Cork and of the County of the City of Cork, Kerry and Tipperary. The money necessary to be raised is to be divided and apportioned over these Districts in such manner as the Lord Lieutenant and Council shall direct, and it is also to be levied in such manner, "and by such other lawful ways and means and persons," as they shall think fit. Again, by the 1 & 2 Geo. 4, the Lord Lieutenant may direct Lunatic Asylums to be built for one or more Counties, or to him shall seem expedient; the expense of building and maintaining them is to be defrayed by the several Counties comprised within the District, in such proportion as may be directed by the Lord Lieutenant.

remote parts of Ireland should be connected as intimately and as closely as possible with herself; that this object will be mainly effected by opening to every part of that Country the most direct and easy Lines of Communication with England; that thus the identity of feeling and interest will be soonest attained, on which depend the prosperity and permanence of the Union of the two Countries.

9 August 1832.

PROPOSED TABLE OF FARES

For the conveyance of Passengers, Carriages, &c. on board Post-office Packets between Great Britain and Ireland.

Resolved, That it is the opinion of this Committee that the Fares charged for the conveyance of passengers, carriages and horses on board the Post-office Packets employed between Great Britain and Ireland are too high.

That the Chairman do communicate the same to the Lords of His Majesty's Treasury, with a request that they will take the matter into their consideration, with a view to the reduction of the same, and submit the following Table of Fares for Passage be substituted in lieu of those now charged.

HOLTHEAD AND HOWTH, 28 MILES.	Proposed.			Present.		
	£.	s.	d.	£.	s.	d.
Cabin passengers and female servants - - -	-	10	-	1	1	-
Children under 10 years of age - - -	-	5	-	-	10	6
Male servants - - -	-	5	-	-	10	6
Deck passengers - - -	-	3	-	-	5	-
Children under 10 years of age belonging to ditto -	-	1	6	-	2	6
Four-wheeled carriages - - -	1	10	-	2	2	-
Two-wheeled carriages - - -	-	15	-	1	1	-
A horse - - -	-	15	-	1	1	-
A dog - - -	-	1	-	-	2	6
MILFORD AND DUNMORE, 80 MILES.	Proposed.			Present.		
	£.	s.	d.	£.	s.	d.
Cabin passengers and female servants - - -	-	15	-	1	10	-
Children under 10 years of age - - -	-	7	6	-	15	-
Male servants - - -	-	7	6	-	15	-
Deck passengers - - -	-	5	-	-	5	-
Children under 10 years of age belonging to ditto -	-	2	6	-	-	-
Four-wheeled carriages - - -	1	15	-	3	10	-
Two-wheeled carriages - - -	1	1	-	1	15	-
A horse - - -	1	1	-	1	15	-
A dog - - -	-	1	6	-	-	-
LIVERPOOL AND KINGSTOWN, 120 MILES.	Proposed.			Present.		
	£.	s.	d.	£.	s.	d.
Cabin passengers and female servants - - -	1	-	-	1	7	6
Children under 10 years of age - - -	-	10	-	-	14	-
Male servants - - -	-	10	-	-	12	-
Deck passengers - - -	-	7	-	-	-	-
Children under 10 years of age belonging to ditto -	-	3	6	-	-	-
Four-wheeled carriages - - -	3	-	-	3	3	-
Two-wheeled carriages - - -	1	10	-	1	11	6
A horse - - -	1	10	-	1	11	6
A dog - - -	-	2	-	-	-	-
PORTPATRICK AND DONAGHADEE, 22 MILES.	Proposed.			Present.		
	£.	s.	d.	£.	s.	d.
Cabin passengers and female servants - - -	-	4	-	-	8	-
Children under 10 years of age - - -	-	2	-	-	5	-
Male servants - - -	-	2	-	-	-	-
Deck passengers - - -	-	1	-	-	2	-
Children under 10 years of age belonging to ditto -	-	-	6	-	-	-
Four-wheeled carriages - - -	-	12	-	2	-	-
Two-wheeled carriages - - -	-	10	-	-	15	-
A horse - - -	-	8	-	-	8	-
A dog - - -	-	-	6	-	-	-

MINUTES OF EVIDENCE.

LIST OF WITNESSES.

<i>Luna, 19th die Martii 1832 :</i>			<i>Luna, 18th die Janis 1832 :</i>		
Captain Hugh Evans	-	p. 33	Mr. Francis William Green	-	p. 198
<i>Jovis, 22nd die Martii 1832 :</i>			Captain Luke Smithett	-	p. 201
George Henry Freeling, Esq.	-	p. 41	Sir David Hunter Blair	-	p. 206
<i>Luna, 26th die Martii 1832 :</i>			Mr. W. G. Bird	-	p. 208
Captain John Skinner	-	p. 52	Mr. Thomas McChene	-	p. 211
<i>Mercurii, 28th die Martii 1832 :</i>			<i>Martis, 19th die Junii 1832 :</i>		
Charles Johnson, Esq.	-	p. 67	Mr. Augustus Godby	-	p. 217
<i>Jovis, 29th die Martii 1832 :</i>			<i>Mercurii, 20th die Junii 1832 :</i>		
Charles Johnson, Esq.	-	p. 80	Henry Lambert, Esq. M.P.	-	p. 233
Mr. Urquhart	-	p. 80	Captain Luke Smithett	-	p. 238
<i>Veneris, 30th die Martii 1832 :</i>			<i>Luna, 25th die Junii 1832 :</i>		
Charles Johnson, Esq.	-	p. 97	Dominick Browne, Esq. M.P.	-	p. 241
George Henry Freeling, Esq.	-	p. 101	Captain Goddard	-	p. 243
<i>Luna, 2nd die Aprilis 1832 :</i>			<i>Mercurii, 27th die Junii 1832 :</i>		
Mr. William Stone	-	p. 111	T. A. Smith, Esq.	-	p. 259
George Henry Freeling, Esq.	-	p. 112	<i>Mercurii, 4th die Julii 1832 :</i>		
<i>Martis, 3rd die Aprilis 1832 :</i>			Captain Goddard	-	p. 267
Lieut.-col. Edward Fanshawe	-	p. 122	Mr. Robert Spencer	-	p. 281
George Henry Freeling, Esq.	-	p. 127	Mr. James Browne	-	p. 285
<i>Mercurii, 23rd die Maii 1832 :</i>			Captain Charles Haswell Townley	-	p. 271
Peter Purcell, Esq.	-	p. 132	<i>Veneris, 6th die Julii 1832 :</i>		
<i>Jovis, 31st die Maii 1832 :</i>			Rt. Hon. Sir H. Parnell, Bart. M.P.	-	p. 275
Rt. Hon. Sir H. Parnell, Bart. M.P.	-	p. 138	Captain Charles Haswell Townley	-	p. 280
James Watson, Esq.	-	p. 138	Richard Bourne, Esq.	-	p. 283
Isambard Brunel, Esq.	-	p. 146	William H. Bourne, Esq.	-	p. 288
Mr. Oliver Lang	-	p. 152	<i>Mercurii, 11th die Julii 1832 :</i>		
Mr. Charles Bianconi	-	p. 158	Colonel Fanshawe	-	p. 292
<i>Luna, 4th die Junii 1832 :</i>			Lord William Lennox, M.P.	-	p. 294
James Watson, Esq.	-	p. 161	Mr. George Russell	-	p. 295
Captain John Stacey	-	p. 162	<i>Sabbati, 14th die Julii 1832 :</i>		
Captain Edward Chappell	-	p. 169	Captain Nicholas S. Parker	-	p. 296
<i>Mercurii, 6th die Junii 1832 :</i>			<i>Martis, 17th die Julii 1832 :</i>		
Peter Purcell, Esq.	-	p. 179	Michael Galloway, Esq.	-	p. 299
Richard Griffith, Esq.	-	p. 181	James William Gilbert, Esq.	-	p. 307
Captain Edward Chappell	-	p. 185	<i>Jovis, 19th die Julii 1832 :</i>		
Mr. Christopher Claxton	-	p. 185	Mr. Robert Cassidy	-	p. 314
Captain Edward Robe	-	p. 190	<i>Luna, 4th die Junii 1832 :</i>		
Edward Hanley, Esq.	-	p. 194	Earl of Cawdor	-	p. 317

